

TITLE I – TRANSPARENCY AND ACCOUNTABILITY

Section 101. Additional Early Warning Requirements

Requires manufacturers to include additional information on fatal incidents in their quarterly submissions to NHTSA's Early Warning Reporting system. Changes the presumption of disclosure under the TREAD Act to require that information submitted to NHTSA by manufacturers through the Early Warning Reporting system be disclosed unless it is exempt from disclosure under the Freedom of Information Act. Requires NHTSA to rewrite the rule on "Confidential Business Information" with a presumption in favor of maximum public availability of Early Warning information.

Section 102. Public Notice of Inspection and Investigation Activities

Requires NHTSA to provide public notice of all inspection and investigation activities by the agency. Ensures that any such notice, and notice of any enforcement actions resulting from inspection and investigation activities, are immediately made available on NHTSA's website and are readily searchable.

Section 103. Improved Access to NHTSA Vehicle Safety Information

Requires NHTSA to improve public accessibility of data posted to its website, including by ensuring that all vehicle safety information is searchable, and can be aggregated and downloaded.

Section 104. Corporate Responsibility for NHTSA Reports

Requires that a manufacturer have a senior executive in the United States certify the accuracy and completeness of all responses to NHTSA's requests for information relating to safety investigations.

Section 105. Appeal of Defect Petition Rejection

Allows individuals to appeal the denial of a petition by filing an action in the appropriate court of appeals.

Section 106. Deadlines for Rulemaking

Establishes procedures for NHTSA if it cannot meet the deadlines for rulemakings provided in the bill.

Section 107. Reports to Congress

Directs the Secretary to prepare reports to Congress regarding the use of Early Warning data. Directs the Inspector General to report to Congress on the operations of the Council for Vehicle Electronics, Vehicle Software, and Emerging Technologies.

Section 108. Restriction on Covered Vehicle Safety Officials

Limits the revolving door between NHTSA and the auto industry by restricting NHTSA employees responsible for vehicle safety from certain post-employment activities.

TITLE II – FUNDING

Section 201. Vehicle Safety User Fee

Establishes a vehicle safety user fee paid by the vehicle manufacturer for each U.S. vehicle certified to meet federal motor vehicle safety standards. This fee begins at \$3 per vehicle and increases to \$9 per vehicle after three years. The fee would supplement existing appropriations and support NHTSA's vehicle safety programs.

Section 202. Authorization of Appropriations

Authorizes appropriations for NHTSA's vehicle safety programs. The authorization would be for \$200 million in FY 2015, \$240 million in FY 2016, and \$280 million in FY 2017.

TITLE III - ENHANCED SAFETY AUTHORITIES

Section 301. Civil Penalties

Increases the civil penalties NHTSA can seek per violation and sets maximum civil penalties of \$200,000,000.

Section 302. Imminent Hazard Authority

Provides NHTSA with the authority to expedite a recall order in the case of a substantial likelihood of death or serious injury to the public.

TITLE IV – ADDITIONAL PROVISIONS

Section 401. Preemption of State Law

Overturns preemption provisions in Bush-era NHTSA regulations and prevents NHTSA from explicitly preempting state tort law without congressional direction.